



CT-3360

Installation

Guide

Notice

The manufacturer will accept no responsibility for any electrical damage resulting from improper installation of the product, be that either damage to the vehicle itself or to the unit. This unit must be installed by a certified technician using all safety devices supplied. Please note that this guide has been written for properly trained Autostart technicians, a certain level of skill and knowledge is therefore assumed. Please review the installation guide carefully before beginning any work.

Warning

This unit is designed for vehicles with a **manual** transmission only. Before installing the unit, test that the OEM door switch contacts of the vehicle work well, and that the parking brake system operates properly.

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Introduction

This guidebook contains all information pertinent to the installation. Most (if not all) features are grouped in the user guidebook and therefore, should you need information on a feature, you should refer to the user guidebook.

Included in the Package

Before beginning the installation, please review the installation guide – especially the wiring diagram and the programming options.

It is very important that you familiarize yourself with the programming and operation of the system, even if you have already installed a similar system in the past. There are many great new features that may be overlooked if you do not read the manual; this would prevent you from maximizing the potential of the module.

Prior to the installation, make sure that all the hardware components required to install the system are in the box.

The following is a list of components included in the kit:

1 – Control unit	1 – 6 pin main ignition harness
1 – 4-button remote transmitter	1 – 5 pin secondary harness
1 – R-1 interconnect cable	1 – 12-pin accessories harness
1 – R-1 receiver	1 – 2-pin secondary harness
1 – Hood pin switch	1 – Warning label, user guide

The plug-in valet is not in this module

Installation Tools:

Here is a list of basic tools and supplies you will need to test and install safely.

- Digital Multi Meter (DMM), Computer safe logic probe, Fused jumper wire, Neon 'trouble' light that is carpet safe, Fender protector, Carpet protector
- Soldering Iron, solder, electrical tape, wire tie straps, split loom, diodes, resistors, relays
- Wire cutters, Wire strippers, Wire crimpers, Needle Nose Pliers
- Sharp knife, Panel poppers, Various Screw drivers
- Socket set, Wrench set, Drill with Drill Bits, Coat hanger (for fishing wires through the fire wall),

INDUSTRY CANADA USER NOTICE:

Operation is subject to the following two conditions: (1) this device may not cause interference, and (2) this device must accept any interference, including interference that may cause undesired operation of the device. To reduce potential radio interference to other users, the antenna type and its gain should be so chosen that the equivalent isotropically radiated power (EIRP) is not more than that required for successful communication".

FCC USER NOTICE:

The manufacturer is not responsible for any radio or TV interference caused by unauthorized modifications to this equipment. Such modifications could void the user's authority to operate the equipment.

Before You Get Started...

? Make sure that the parking brake and door switch contacts work properly.

? When working on a vehicle, always leave a window open.

? Never leave the keys in the car. Leave them on a workbench with a window rolled down.

? Remove courtesy light fuse, if possible, to prevent battery drain.

? The Programming Assistance Button (A.k.a. PAB.)

The PAB is mounted on the side of the unit. This push button mimics the hood pin switch in order to avoid having to get out of the vehicle and pressing the hood pin switch. The PAB will work only when the hood is up.

? Inspect vehicle for any body damage or electrical problems

? Always solder and tape all connections.

? Keep the transceiver away from other types of antennas (GPS/Onstar).

? Never install the control unit where it could interfere with normal operation or obstruct service technicians.

? Always use a grommet when running wires into the engine compartment. never run wires through bare or sharp metal.

? Do not disconnect the battery on vehicles equipped with air bags and anti-theft radios.

? Never ground the control unit to the vehicle's steering column.

? Make sure that all the switches and controls operate properly.

? Verify that the vehicle starts and idles properly.

? Make sure that all safety equipment is installed: the valet button (if it is installed), the hood switch and the warning label.

? When wiring in parallel, make sure to isolate each connection with a diode in order to avoid feedback and possible damage.

Examples:

Wiring a clutch bypass and a transponder module to the ground out when running wire:

At the junction point, where ground out when running “splits” and goes to each device, a diode is inserted on each of those lines.

Multiple or separate door pin connections:

When joining all door pins together to the door pin input wire of the module, each wire must be isolated with a diode to prevent feedback.

N.B.: The above examples reflect common situations where diodes are used to isolate. Please note that there are numerous other scenarios where diode isolation is required.

Harness Description

When connecting the module, it is important to make sure that the connector with the ground wire is connected first, before making the 12-volt connections. Should the unit be powered up before being grounded, there could be serious damage to internal components of the unit.

Be careful not to power up a module before it is properly grounded. To avoid any accident, it is recommended to pull out the fuses from their sockets before the installation, and to put them back during the very last steps.

? Always make sure that any external relays or modules added to the remote starter module are properly fused, and diode isolated.

? When testing the shock sensor, never test on glass with an opened hand, and never hit glass hard enough as to break it. When testing on metal or plastic, make sure the testing does not result in damage to the vehicle (i.e.: dents, broken glass, damaged trims, etc.).

? Vehicles equipped with daytime running lights may not allow the installer to view certain programming results since the daytime running lights do not go out (Note: The parking light output relay in the module gives two “clicks” per flash, 1 *click* for ON and 1 *click* for OFF).

? Parking light flashes referred to in this manual refer to the parking light output of the module and not that of the vehicle

6-Pin Main Ignition Harness

Wire	Color	Function	Description
A	RED	(+) 12 V Battery	Connect to the largest 12-volt supply wire at the ignition harness. Ensure that the OEM power wire is fused for more than 25 A.
B	PURPLE	(+) Starter Output (30 A)	Connect to the starter wire of the vehicle. The source wire should have +12 volts with the ignition key in the CRANK position only.
C	RED	(+) 12 V Battery	Connect to the largest 12-volt supply wire at the ignition harness. Ensure that the OEM power wire is fused for more than 25 amps.
D	YELLOW	(+) Ignition Output (30 A)	Connect to ignition wire of the vehicle. The source wire should have +12 volts with the ignition key in the RUN and CRANK positions.
E	ORANGE	(+) Accessories output (30 A): Heater Blower Motor	Connect to the accessories wire of the vehicle. The source wire must have power with the ignition key in the IGNITION ON (RUN) position only (no power in the CRANK position). This wire will power the heater blower motor.
F	GREEN	(+) 5 th Relay output (30 A)	This high-current output can be used to power a second ignition, accessories or crank wire. See jumper settings on page 3.

5-Pin Secondary Harness

Wire	Color	Function	Description
1	BLACK	(-) Chassis Ground input	This wire must be connected to unpainted metal (the chassis or true body ground). It is preferable that you use a factory ground bolt rather than a self-tapping screw. Screws tend to get loose or rusted over time and can cause erratic problems.
2	PURPLE	(A.c.) Tachometer input	This wire must be connected to the negative side of the ignition coil in vehicles that use conventional coil systems. In multi-coil systems, the tach wire may be difficult to locate; in that case, the negative side of an injector may be used. Note: A tach programming procedure must be done when the installation is completed.
3	GRAY	(-) Hood Switch input	Connect this wire to the hood pin switch provided with the unit. (The pin switch must be installed.) This input will disable or shutdown the remote starter when the hood is opened.
4	ORANGE	(+) Brake Switch input	This wire must be connected to the brake light wire of the vehicle. This wire must test +12 V only when the brake pedal is pressed. This input will shut down the remote starter if the brake pedal is pressed.
5	YELLOW	(+) 12 V Parking Light output	This wire provides a +12 V output. Connect to the parking light wire of the vehicle (the wire must test +12 V with the light switch in the ON position). Note: Ensure that the voltage does not decrease or increase when the dimmer control switch is turned. If the voltage changes, find another parking light wire.

12-Pin Accessories Harness

Wire	Color	Function	Description
1	BLUE	(-) AUX 3 (Trunk) output	500 mA negative output. This output can be used to control trunk release (1-sec. pulse) or can be set to operate as a constant output as long as the TRUNK button is held pressed. (For sunroof or window close). AUX3 (TRUNK) operates only when ignition is OFF or when the vehicle is running under remote control.
2	BROWN	(-) Lock output	Programmable 500 mA negative output: 7/10-sec. or 4-sec. pulse.
3	GREEN	(-) Unlock output	Programmable 500 mA negative output: 7/10-sec., 4-sec. or double 1/4-sec. pulse.
4	WHITE / BROWN	(-) Arm output	Max. 500-mA ground signal when the doors are locked by remote. This wire will go to ground ¼-sec. before the lock pulse and go off 1/8-sec. after lock. It must be connected to the OEM arm wire (usually the door pin). Note: The system also gives a rearm pulse on this wire after remote-start shutdown.
5	WHITE / GREEN	(-) Disarm output	Max. 500-mA 1-sec. ground pulse when the doors are unlocked by remote control. Connect to the OEM disarm wire of the vehicle. Note: The system also gives a disarm pulse on this wire before remote start.
6	BLUE / WHITE	(+) Door input	This input is designed for vehicles that have positive-switching door pins and/or dome light circuits. The wire should read +12 V only when a door is opened. CAUTION! You can only use the negative or the positive input on the module. In other words, only the NEGATIVE DOOR INPUT or the POSITIVE DOOR INPUT wire is connected to the vehicle. It is essential that the module be connected in such a way as to allow each one of the doors to turn off ready

			mode: the driver-side door pin does not constitute by itself a sufficient connection.
7	WHITE / ORANGE	(-) Starter Kill (Armed output)	<p>The unit is equipped with a selectable passive- or active-arming starter kill circuit that will immobilize the vehicle when the system is armed. This wire will provide a constant 500-mA negative output when the system is armed (locked by remote) or if remote started. This wire should be connected to a single-pole-double-throw relay (This wire will connect to pin 85, on the relay, and pin 86 will be connected to the ignition wire).</p> <p>A second benefit of the starter kill is the anti-grind feature. When the vehicle has been remote started the anti-grind prevents the starter motor from re-engaging when the ignition key is inserted in the ignition switch and accidentally turned to the CRANK position (The starter kill output becomes active during remote starts).</p>
8	ORANGE	(-) Parking Brake input	This input is used in the ready mode sequence and must be connected. The parking brake input must be given a ground signal (-) when the parking brakes are applied.
9	PURPLE	(-) External Trigger input	This input will start the vehicle with a 1-second ground pulse from an external pager system or timer module, and shut it down with a 1-sec. pulse.
10	WHITE	(-) Ground Out When Running	<p>This is a 500-mA constant ground output active when the vehicle is running under a remote start. The output becomes active at the same time as Ignition and becomes inactive when the Module shuts down (i.e.: runtime has expired or the START/STOP button is pressed, etc.). The output can be used to activate external relays, bypass kits, etc.</p> <p>CAUTION! If multiple relays or modules are connected to the ground out wire, ensure that they are all diode isolated in order to avoid feedback and damaging the vehicle.</p>

11	GRAY	(-) Negative Door input	<p>This input is designed for vehicles that have negative-switching door pins and/or dome light circuits. The wire should read negative only when a door is opened.</p> <p>CAUTION! You can only use the negative or the positive input on the module. In other words, only the NEGATIVE DOOR INPUT or the POSITIVE DOOR INPUT wire is connected to the vehicle. It is essential that the module be connected in such a way as to allow each one of the doors to turn off ready mode: the driver-side door pin does not constitute by itself a sufficient connection.</p>
12	YELLOW	(+) Glow- plug input	<p>This positive input will monitor the glow plug light in diesel mode: it will wait until the glow plug light goes out to crank the engine. Connect to the side of the glow plug light that is positive when the light is on. Note: In diesel mode there is a 18-sec. crank timing delay (or approximately 25-sec. if the run time is set to 30 min.): if the glow plug light is still on after the delay expires, the module will proceed to start the engine.</p> <p>(GAS – by default.) Set to gas mode by default, the unit can be programmed to operate in diesel mode. In diesel mode the system will wait for the glow-plug indicator light to go out before cranking the engine. Note that the run time is automatically extended when diesel mode is selected.</p>

12	YELLOW	<p>(+) Glow-plug input (cont'd)</p>	<p>The Diesel Glow-plug Indicator Light (Also known as the "wait-to-start light".) The purpose of the glow-plug circuit on diesel vehicles is to pre-heat the combustion chamber before the vehicle is started.</p> <p>When a remote starter is installed on a diesel vehicle, the glow-plug section of the ignition circuit must be activated and allowed to operate before the vehicle is remote-started. For that purpose, the glow-plug input wire of the module must be connected to the glow-plug indicator light of the vehicle. The module will only accept positive glow-plug input signals, if the signal is negative, use a relay to invert its polarity.</p> <p>A diode must be added between the negative glow-plug trigger on the relay and the negative glow-plug wire of the car. This is to prevent feedback effects on the glow-plug indicator light on the instrument cluster: the light on the dash would come on because of the feedback, even though the circuit is off.</p> <p>When the user remote-starts the vehicle:</p> <p>The module will power up the ignition circuit and wait to engage the starter motor while the glow-plug indicator light is still on. The module will engage the starter motor as soon as the glow-plug light (+) goes out.</p> <ul style="list-style-type: none"> • Minimum waiting time is 3 seconds. • Maximum waiting time is (approx) 25 seconds <p>If no glow-plug wire is found on the vehicle, the glow-plug input on the module may be "timed out". The module will power up the ignition and glow-plug circuits and simply wait for the time-out before starting:</p>
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12 (cont.)	YELLOW	(+) Glow- plug input (cont'd)	Connecting the glow-plug input wire of the module to ignition will hold the ignition on for the maximum waiting time approximately 25 seconds (recommended). Keeping the glow-plug input wire of the module unconnected will hold the ignition ON for the minimum waiting time (3 sec., not recommended in very cold environments). Connect the glow-plug wire to the ignition wire only after tach has been programmed (i.e.: Connecting the glow-plug wire is one of the very last steps in the installation process.).
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2-Pin Harness

Wire	Wire color	Function	Description
1	BLUE / WHITE	N/A	500 mA ground output on the 2 nd consecutive press of the UNLOCK button for priority door access, or a horn confirmation on the first or second press of the LOCK button –depending on the option that was selected in the programming menu (see page 3).
2	YELLOW	(-) Parking Light output	Negative 500 mA Parking Light output.

Flashing the Hood Pin

What is Flashing the Hood Pin?

It is a procedure that makes the module go into the programming centre. Once the module is in the programming centre, the installer has no more than 20 seconds to get into one of the sub-menus. **Failure to do so will result in the module exiting the programming centre and the installer will have to *flash the hood pin* once more.**

Remember: you can use the programming assistance button instead of the hood pin any time the hood is up.

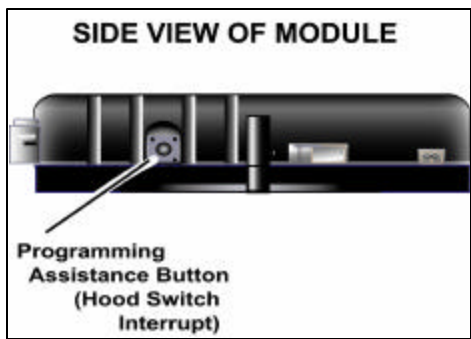
The Installer ...	The Module ...
Press and hold the hood pin for 4 seconds. Let go of the hood pin. While the parking lights are on, press down the hood pin once more. Release the hood pin again You now have 20 seconds to select one of the sub-menus.	Parking lights "ON" "ON" for 20 seconds

Once inside the programming centre, the installer has a selection of many different sub-menus. Once you are in the programming centre, you have the option of the following menus:

- Transmitter programming p.3
- Programming options p.3
- Honk horn timing* (*if available) p.3
- Tach programming p.3

Remember: You have up to 20 seconds, once the parking lights are on solid, to select a sub-menu, failure to do so will result in the module exiting the programming centre and the installer will have to flash the hood pin once more.

The Programming Assistance Button (A.k.a. PAB.)



The PAB is located on the side of the module. This push button mimics the hood pin switch in order to avoid having to get out of the vehicle and pressing the hood pin switch. **The PAB will work only when the hood is up.**

Before Programming a Transmitter

The transmitter is not delivered pre-programmed: it must be programmed after the wiring of the module is completed.

The module has the ability to retain up to 4 different transmitter codes; if a fifth transmitter is programmed, the code of the first transmitter will be erased from memory. **To erase all transmitter codes from memory, you must perform a module reset** (See "Resetting the Module" p.3).

How to Program the Transmitter.

1. **FLASH** the hood pin switch.

Before the 20 seconds have passed, turn the ignition key to the **IGNITION ON (RUN)** position and then to the **OFF** position.

2. Press and hold the **LOCK** button until the vehicle gives 5 flashes. The module has stored the transmitter in its memory.
3. Close the hood, to exit.

Table 1

To program a Transmitter on the second vehicle for Multi-car Operation, you must press the **TRUNK** and **LOCK** buttons simultaneously (instead of **LOCK** or **UNLOCK**) in step 2 of the Transmitter code-learning procedure:

How to Enter Programming Options Mode

The system is equipped with two custom programming modes, allowing the installer to custom-fit the system according to the requirements of each vehicle. When getting into the programming option mode, the parking lights will flash once, twice depending on the option you have entered. The unit will stay in programming mode until the hood pin switch or the brake pedal is pressed again; therefore take your time to make the proper selection. To return to the programming centre (main menu), press on the brake pedal.

1. **FLASH** the hood pin switch.
Before the 20 seconds have passed,
2. Press and hold the brake pedal, then press one of the following buttons on the transmitter:
 - LOCK to enter mode 1;
 - UNLOCK to enter mode 2.

The parking lights will flash once or twice to confirm entry into a mode.
3. Release the brake pedal.

Table 2

The module can only be programmed function by function. After selecting a mode (1 or 2), you will be taken to the first function of that mode. After entering an option selection for function 1, you will be automatically taken to function 2, and so on; therefore, be ready to re-enter all option selections for all functions of the mode you are accessing. **You may not skip functions*.**

NOTE:** Pressing the brakes at any given moment will save the selection(s) you have entered and will return you to the programming center. ***For each function, select one of the three options by pressing the corresponding button on the transmitter:

LOCKfor.....	Option 1,
UNLOCKfor.....	Option 2,
TRUNKfor.....	Option 3.

Table 3

Programming Options

MODE 1 (* indicates default setting)

FUNCTION 1 – Ignition-controlled door locks

OPTION 1* Ignition-controlled door locks DISABLED

OPTION 2 Ignition-controlled door locks ENABLED

OPTION 3 Ignition-controlled door locks DISABLED

FUNCTION 2 – Secure Lock

OPTION 1* Secure Lock DISABLED

OPTION 2 Secure Lock ENABLE

OPTION 3 Secure Lock DISABLED (1/2 second Disarm pulse)

FUNCTION 3 – Passive / Active Arming of the Starter Kill

OPTION 1* Starter Kill PASSIVE (1-minute timeout.)

OPTION 2 Starter Kill ACTIVE

OPTION 3 Starter Kill PASSIVE (3-minute timeout.)

FUNCTION 4 – Lock Pulse Duration

OPTION 1* 7/10-second LOCK / UNLOCK pulses

OPTION 2 4-second LOCK / UNLOCK pulses

OPTION 3 7/10-second Lock pulse and two 1/4-second unlock pulses

FUNCTION 5 – Flashing LED

OPTION 1* ENABLED (Will turn off once the engine is under ignition key control)

OPTION 2 DISABLED

OPTION 3 ENABLED (Must disarm starter kill in order to stop flashing)

MODE 2 (* indicates default setting)

FUNCTION 1 – ENGINE RUN TIME

OPTION 1 4-minute run time in gas mode / 9-minute in diesel mode.

OPTION 2* 15-minute run time in gas mode / 20-minute in diesel mode.

OPTION 3 25-minute run time in gas mode / 30-minute in diesel mode.

FUNCTION 2 – IDLE/TURBO MODE

OPTION 1 Idle/Turbo mode **ENABLED**

OPTION 2* Idle/Turbo mode **DISABLED**

OPTION 3 Idle/Turbo mode **ENABLED**

FUNCTION 3 – ENGINE TYPE – GAS OR DIESEL

OPTION 1 **Diesel** engine mode (in cold weather mode run time 20 min).

OPTION 2* **GASOLINE** engine mode

OPTION 3 **Diesel** engine mode

FUNCTION 4 – AUX 1 programming

OPTION 1 Priority door access

OPTION 2* Horn confirmation on 2nd press of **LOCK** button

OPTION 3 Horn confirmation when pressing **LOCK** button

Auto Tach Programming Procedure

NOTE: If another tach programming is required, simply repeat the auto tach programming procedures. The module stores the tach setting, until the module is reset. **ONLY** if the module is reset will a new tach signal need to be re-programmed. This process can be carried out instead of the multi-speed tach programming procedure.

1. Make sure all the connections are done properly and that the module has been powered-up.
2. With the hood up (ground on the hood pin line), start the vehicle using the key.
3. Let the engine reach proper idle speed

The parking light output from the module is activated when the vehicle starts and it will shut off once the tach signal is detected.

4. Press and hold the brake pedal until the parking light output from the module flashes 5 times.
5. Turn the ignition **OFF**. At this point, the tach setting has been programmed.

Table 4

Multi-Speed Tach Programming

The system is designed to read a wide range of tach signals produced by newer ignition systems. No manual adjustments are necessary. However, you should go through the tach programming procedure every time a new unit is installed.

1. **FLASH** the hood pin switch.

Before the 20 seconds have passed.

2. Press and hold the brake pedal.
3. Press the **LOCK** and **UNLOCK** buttons simultaneously on the transmitter.

The parking lights will flash 4 times.

4. Release the brake pedal.
5. Start the vehicle and let it to reach regular engine-idle speed.
6. Once the vehicle is idling properly, press and hold the brake pedal until the parking lights flash five times, release the brake pedal: the tach signal is now programmed.

Table 5

Horn Honk Timing (Optional)

Make sure that **mode 2 function 4 option 1 or option 3** is activated.

1. **FLASH** the hood pin switch

Before the 20 seconds have passed,

2. Press and hold the brake pedal.
3. Press the **START/STOP** and **UNLOCK** buttons simultaneously on the transmitter.

The horn will honk 5 times.

4. Release the brake pedal.

To change the timing:

- a) To increase the horn honk by 3 ms, press the **LOCK** button.
- b) To increase the pulse by 10 ms, press the **START/STOP** button.
- c) To decrease the pulse by 3 ms, press the **UNLOCK** button.
- d) To decrease the pulse by 10 ms, press the **TRUNK** button.

To save the setting: press **LOCK** and **UNLOCK**.

If 3 honks are heard the new value has been saved.

For each timing change, the horn will honk with the new settings, except under the following circumstances:

When the lower limit of 5 ms is reached, the horn will sound for 1/4 second.

When the upper limit of 200 ms is reached, the horn will sound for 3/4 second.

A system reset will set the system back to the default: 30 ms

Close the hood to cancel the changes

Table 6

Testing

Before putting back the vehicle together, it is recommended to check that the system operates properly. The following testing procedures should be used to verify proper installation and operation of the system. Before testing, make sure that all connections are soldered and that the unit is plugged in.

Make sure the vehicle is properly set into ready mode. In order to set the vehicle in ready mode, follow the steps below.

Setting the system to ready mode

1. Ensure that all the doors are closed and that the gear lever is in the neutral position.
2. With the engine already running, apply the parking brake.
3. Within 20 sec. press **LOCK**, **UNLOCK** or **START/STOP** on the transmitter.
The parking lights will flash 3 times quickly and remain lit.
4. Remove the key: the engine will go on running.
5. Exit the vehicle and close the door.
6. Press either:
 - a. **LOCK** to lock the doors, arm the alarm and shut down the engine ;
 - b. **UNLOCK** to unlock the doors and shut down the engine;

- c. **START/STOP** to shut down the engine without affecting the doors.
- d. **TRUNK** to lock all doors and engage idle mode.

Remaining in ready mode

Once the vehicle is in ready mode you can start and stop the vehicle at will. However, should any one of the following events occur, the vehicle will exit ready mode thus eliminating the remote start capability until ready mode is restored:

- ◆ Doors opened.
- ◆ Hood opened.
- ◆ Brake pedal pressed.
- ◆ Parking brake disengaged.
- ◆ Key turned to the **IGNITION ON (RUN)** position.

Should any of the above occur, ready mode will be cancelled.

Table 7

1. **Remote-start the engine and listen for starter drag.** If the starter cranks for too long, carry out another tach learning procedure.
2. **Test hood switch shutdown:** with the vehicle running under the remote starter, open the hood; the vehicle should shut down. If it does not shut down, check the hood pin switch and its connector.
3. **Test the brake shutdown circuit:** with the vehicle running under the remote starter, press and release the brake pedal. The engine should shut down immediately. If the engine continues to run, check the brake switch connection.
4. **Parking brake shutdown circuit:** With the vehicle running under the remote starter, disengage the parking brake. The engine should shut down immediately. If the engine continues to run, check the parking brake switch connection.
5. **Door pin shutdown circuit:** Make sure the unit **exits ready mode** when each door is opened and the vehicle is running under a remote start (test each door).
6. **OEM alarm control:** Make sure the module is able to arm and disarm the OEM Alarm (if applicable).
7. **Door locks and trunk testing:** Make sure each of these options respond to the transmitter (if they were installed).
8. **Starter kill option:** Sit inside the vehicle with all the doors closed. Arm the vehicle and then try to start the vehicle with the key –it

should not start. If the vehicle starts, rewire the starter kill so it functions properly.

9. **Valet mode:** Make sure the module is able to enter and exit valet mode properly. When setting the module into valet mode pressing the **LOCK** button will lock the doors but will not activate the starter Kill. (Refer to user guide for more information on valet mode)
10. **Idle mode:** Make sure the vehicle properly goes into idle mode.

Most comebacks are the result of misunderstandings about how a product works or performs. Take the time to properly explain all functions and features to the customers before they leave the premises. Doing this will save time and money.

Closing Up

Use tie-wraps or screws to properly secure the module and keep the wiring away from any moving parts such as the parking brakes or steering column shafts. Mount all switches in good and accessible locations where they do not risk getting kicked or hit accidentally. Any under hood wiring should be split loomed and tie strapped away from moving parts and heat sources.

Always make all your connections before plugging in the module. Keep in mind to plug the fuses as **the last step before the initial powering of the module**. Be sure to test all functions properly before closing up the installation.

Make sure the warning label is applied on a visible place under the hood.

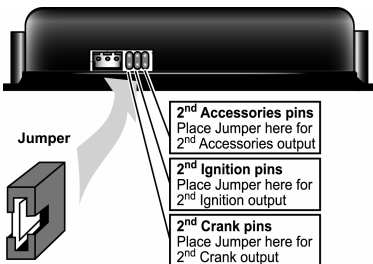
Supplementary Information

The following features can be programmed according to the user's needs and the requirements of the installation.

Fifth Relay Output (2nd Ignition or 2nd Accessories or 2nd Crank Output)

The module comes equipped with a high-current programmable 5th relay which can be used to power a 2nd ignition, accessory, or crank wire.

The unit uses three sets of pins. Each set of pins has a function. To activate one of the three possible 2nd outputs, place the jumper (supplied) on one of the three sets of pins and connect the



JUMPER SETTINGS
(REAR VIEW OF MODULE)

green 14 AWG wire either to the 2nd ignition wire, to the accessories wire or to the crank wire of the vehicle.

Note: Only one set of pins can be used at a time.

Caution: The relay output rating on this unit is 25 A at most. Defective OEM solenoid switches can sometimes draw up to 50 or 60 A, causing the 30 A fuse to blow. Always check your circuit with a proper measuring device.

Clutch Bypass

In order to remote start a manual transmission vehicle, the clutch switch must be bypassed. Clutch safety switch circuits can take many forms. Listed below are the most common ones. When testing to determine the type of clutch circuit, it is recommended to use a computer safe logic probe. Some vehicles may also have a separate or combined switch on the clutch pedal for cruise control. Usually a cruise control switch reacts the moment you touch the pedal, where as a clutch switch reacts only when the pedal is near the floor. Once the circuit type has been determined, you must recreate what happens electrically at the switch, with the remote start module, to bypass the clutch during remote starts. Relays are often used to accomplish this. Always use the ground out when running (G.O.) as the negative trigger on your clutch bypass relays, as it is only active during remote starts. Never permanently bypass a clutch switch. Do not attempt this if you are unfamiliar with the use of relays, and diode isolation.

Before any hot wiring attempts:

Test and record the way each wire tests in the following positions:

With out the pedal pressed:

- Test the wire with the Ignition OFF
- Test the wire with the Ignition ON
- Test the wire with the Key in the start position

With the pedal pressed:

- Test the wire with the Ignition OFF
- Test the wire with the Ignition ON
- Test the wire with the key in the start position

With this information for every wire at the switch, determining what type of clutch switching system you have will be easy.

Direct Feed:

The simplest type of system to test and bypass is the “direct feed” system. This circuit simply interrupts the +12v signal starter wire from the ignition switch to the starter solenoid. There are 2 wires in this circuit, the “key side” wire which goes from the clutch pedal to the Ignition switch, and the “solenoid side” which goes from the clutch switch to the starter motor. When the key is turned to the start position without pressing the pedal, you will test 12 V only on one of the wires at the clutch switch, this is the key side. When the pedal is pressed down, and the key is in the crank position, the other wire will also read 12 volts; this is the solenoid side wire. To confirm you have a direct feed clutch switch, hot wire the “solenoid side” wire with a fused +12 volts and the starter motor will crank. Connect the starter output from the remote starter to solenoid side wire.

Note: In the next two systems a relay in the vehicle interrupts the start wire between the Ignition switch and the starter motor. With the key in the start position, and the clutch pedal pressed, the relay energizes and allows the start signal to reach the starter motor. In these systems a wires from the clutch triggers the relay, when the pedal is pressed. There will be another wire at the clutch switch that supplies the signal to the trigger wire (either positive or negative, depending on the system)

Negative:

In a negative system, when the clutch is pressed; a negative signal is sent to the relay, the relay energizes, when the key is turned to the start position the 12 volts from the start wire is allowed to pass through the relay and to starter motor. One of the wires at the clutch will test as negative, this is the supply wire. The relay's negative trigger wire will only show negative when the pedal is pressed (some vehicle's also require the ignition system to be powered). To confirm you have a negative system, hot wire the negative trigger wire by jumping it to a ground source with your fused test jumper. You should now be able to turn the key to the start position and engage the start motor without pressing in the clutch pedal. If there is nothing else connected to the ground out when running (G.O.) wire from the remote start module, the G.O. wire should be strong enough to trigger the vehicle's clutch relay. If there are other devices or modules connected to the G.O. wire, a relay (and diodes) may have to be added to strengthen the negative current going to the clutch bypass.

Positive:

Very similar to the negative system, except that the vehicle's clutch relay is trigger by 12 volts, instead of a negative signal. In a positive system,

when the clutch is pressed; a positive (12 volts) signal is sent to the relay, the relay energizes, when the key is turned to the start position the 12 volts from the start wire is allowed to pass through the relay and to starter motor. One of the wires at the clutch will test as 12 volts, this is the supply wire. The relay's positive trigger wire will only show positive when the pedal is pressed (some vehicle's also require the ignition system to be powered). To confirm you have positive system, hot wire the positive trigger wire by jumping it to a 12 volt source with your fused test jumper. You should now be able to turn the key to the start position and engage the start motor, without pressing in the clutch pedal. a relay is needed to send 12 volts to the trigger wire from the start module during start attempts.

Normally closed (N/C):

Note: there are different types of this system used by various vehicle manufacturers; the following is used to illustrate how these systems work in general.

A relay is also used in these types of systems to interrupt the starter wire. In the previous two examples, the clutch was bypassed by engaging the clutch relay; with this system you bypass the clutch by preventing the clutch relay from engaging. When the ignition key is turned to the start position the relay energizes and interrupts the start wire, when the pedal is not pressed. When the ignition key is turned to the start position, and the pedal is pressed, the relay does not energize, and the start signal reaches the starter motor.

In a N/C system the supply wire is connected to the relay's trigger wire at rest (pedal not pressed). When the pedal is pressed, the connection is broken between the supply wire and the relay's trigger wire (this disengages the relay). To verify that you have a N/C system, disconnect the clutch switch and the vehicle should start without the clutch pedal being pressed. when you test the trigger wire with your logic probe, the trigger wire will test as 12 volts or negative when the pedal is not pressed, it should read as an open circuit (or float) when the pedal is pressed, ***please note:*** your probe may also show feed back from the other end of the circuit. The polarity of the trigger wire does not matter in this system, since all you need to do in order to bypass it is to use a relay to interrupt it during remote starts.

Ignition-controlled Door Locks

This feature will automatically lock all doors as soon as the key is turned to the **IGNITION ON (RUN)** position and the brake pedal is pressed. When the ignition key is turned to the OFF position, the doors will automatically unlock.

Secure Lock

This feature allows the module to control certain OEM factory alarm systems that use the factory lock wire to arm the alarm and the unlock wire to disarm it.

If secure lock is disabled (option 1), the module will still disarm before remote-starting the vehicle. If secure lock is enabled (option 2), upon receiving a remote start signal the module will unlock the doors (disarming the factory alarm); 1/2-sec. after remote start it will re-lock the doors. 4 seconds after shutdown, secure lock will re-lock all doors once more (arming the system again). Please note that most OEM systems will not rearm the alarm while the engine is running, but will lock the doors.

Passive or Active Arming of the Starter Kill

The starter kill can be programmed to be active (will not arm automatically) or passive (will arm automatically). In passive mode, you can program it to arm automatically after 1 or 3 min.

To disarm the starter kill in active or passive mode, the user must press and hold the **UNLOCK** button on the transmitter (or enable valet mode). The parking lights will flash twice. If the door locks option is installed, this will also unlock the doors.

To arm the starter kill in active or passive mode, the user must press and hold the **LOCK** button on the transmitter. The parking lights will flash once. (If the door locks option is installed, this will also lock the doors). In passive mode, the system will automatically arm itself 1 or 3 minutes after the engine is shut down.

Lock Pulse Duration

The door lock pulse duration can be programmed to give 7/10-sec. lock and unlock pulses (by default), 4sec. lock and unlock pulses, or for a 7/10-sec. lock pulse and two 1/4 -second unlock pulses (used for double-pulse disarm/unlock systems).

Engine Run Time

In gas mode the module can be programmed to keep the engine running for 4, 15 (default), or 25 minutes. In diesel mode the module can be set to 9, 20 (default) or 30 min.

Idle Mode/Turbo Mode

When programmed, this option allows the user to engage the remote starter to take over the vehicle while it is already running. This option will keep the vehicle running for the pre-programmed run time, or until it is shut down.

Turbo mode will allow a turbocharger to idle down after the user leaves the vehicle: the unit will take over the vehicle and keep it running for 60 seconds (or until it is shut down by remote control), then shut down the engine and set the module to ready mode.

Reset

Resetting the Module (without the plug-in valet)

Resetting the module is not a required process. Most of the time, you can avoid resetting the module by fixing the issue directly at the root of the cause.

To reset the module, without using the plug-in valet button:

- Flash the hood pin switch.
- In 10 seconds or less, press the brake pedal 6 times.
- The parking lights will flash 8 times confirming the reset.

Table 8

On some vehicles, such as, BMW, and certain Volkswagens, etc., pressing the Brake pedal without the key in the Ignition ON position, will not work and therefore you will need to hot wire the brake Pedal —manually jumping 12 Volts, with a fused test lead, at the Brake Pedal switch.

Resetting the Module (with a plug-in valet):

1. **FLASH** the hood pin switch.
2. Press the valet button (if the plug-in valet is installed) 6 times or more, until the parking lights start to flash.
3. The parking lights will flash 8 times confirming the reset.

Table 9

Troubleshooting Poor Transmitting Range

- In order to ensure optimal range, the antenna should be installed at least 7.5 cm (3 in.) from the roof – 2.5 cm (one inch) below the tint strip is generally the best location. Install the antenna as far as possible from radio antennas, GPS, Onstar or factory compasses.
- Many factors may affect the operating range of the transmitter. Some of these are:
 - The condition of the battery in the transmitter.
 - The operating environment (for example: downtown radio-frequency noise, airports, cellular phone towers...)
 - Metal: any type of metal will affect operating range. This includes the metal in the car.
 - The shape of the vehicle can affect range as well; vans in general have an especially poor range.
 - The shape of the roof and A-pillars brings about considerable radio-frequency deflection (in this case the signal from the remote control). As a result, the direction in which the vehicle is facing in relation to the remote control can affect the range. Straight on – standing in front of the vehicle – generally gives you the greatest range; the second best performance is from the back. Using the remote control from either side of the vehicle will usually give the lowest range.
 - The range will be significantly lower in a crowded parking lot than in open space.
 - Always hold the transmitter high, approximately at shoulder height. Holding the transmitter against your chin will also increase your range: your head acts as an antenna.
 - The operating range will be somewhat lower on vehicles equipped with an aftermarket or factory alarm.

- Windows and windshields tinted with lead or metallic tints will decrease the operating range.
- The antenna cable may have been cut and/or is grounded out on the chassis. Try using another cable.
- The receiver may be faulty. Try replacing it with another.

Installation Order

The following is a suggested order for the installation procedure. It is intended as guide for novices, to help make the process of installing a remote start module easier. Time is wasted by rewiring the module when mistakes are made, also the neatness of the installation is lessened every time the module is taken down and the wiring is "corrected". A messy installation is harder to troubleshoot if there are problems later on. The actual "how to install" is not covered by this list, the order of the installation processes is the focus.

- Before you get started, make sure the vehicle starts and idles properly with the ignition key, and that the electrical system is not compromised in any way.
- After deciding what options are to be added to the basic installation, you can start by looking for the wires that will be needed.
- Remember to take care when removing the panels that are covering the wires you are searching.
- Once all of the wires have been found, they should be hot wired to verify that they are the right wires needed for the installation.
- When all the wire pass the hot wire test, they can be stripped to expose the wire (over one inch of plastic should be removed).
- It is always better to strip more of the covering than not enough. Cold solder joints happen when not enough plastic is stripped off the vehicle's wire, so during the soldering process the plastic from the wire melts and flows in to the connection instead of the solder.
- Decide where the module is going to be mounted. It is **always** mounted inside the passenger compartment, and never in the engine bay. Under the driver's side of the dash there is usually enough room for the module to fit. Once the location has been decided, proceed to the next step.
- Mount the antenna and run the cable where the module is going to be mounted. The antenna will get the best range when it is high up in the vehicle, and not obstructed by metal. The most common choice is the center of the windshield at the top, behind the rear view mirror, and at least one inch below the tint strip. Another location should be used if there is another antenna in this location, compass, or any other device that may interfere with the range of the start module.
- Mount the valet switch, and L.E.D. (If applicable). Make sure they are close enough to the selected module mounting location so they will plug in when the module is mounted. If the wires are too short, they will have to be extended.

- In the engine compartment, mount the hood pin, in a suitable location. Search along the fire wall for an OEM grommet to run the wires through. If you cannot find an OEM grommet, you will have to drill a hole. The hole must be big enough for all the wires to fit through. To be safe, drill the hole a little bigger so the wires will not get squished. We recommend using an aftermarket grommet whenever you drill a hole through the fire wall. This will protect the wires from rubbing against the bare metal and possibly shorting out. If you are installing an alarm / starter combo module, mount the siren in the engine compartment at this time.
- The next step is to pre-wire the module. This is done on your work bench, and not in the vehicle. Connect any external modules and relays that may be needed for the installation. Tape or tie-strap wires that are going to be routed to the same areas of the vehicle. This will keep things neat when the module is in the vehicle. The fuses on the power wires should be removed during the pre-wire stage. The fuses will not be put back in until the powering stage of the installation.
- With the pre-wire finished, the module can be brought in to the vehicle. Before the module is mounted, connect the antenna, the valet switch, shock sensor (if applicable) and L.E.D. to the module. With everything connected to the module, the module can now be mounted in the vehicle. Use tie-straps to secure it to the vehicle. Make sure the module and harnesses do not interfere with any moving parts, and do not obstruct access to diagnostic ports, or fuse boxes. It should be up in the dash high enough that it won't get kicked by accident.
- With module secured, route the wires to their corresponding (*previously stripped*) wires (leave the engine compartment wires for last). Tie-strap them up as you go, so they do not interfere with any thing else.
- When all of the passenger compartment wires run to their locations, you can then route the engine compartment wires through the firewall.
- With the engine compartment wires out the way, you can begin making the connections in the passenger compartment. Strip about an inch of wire past where the connection is going to be made. This extra bit of wire is wrapped around the exposed OEM wire to secure it in place while you are soldering.
- When all of the wires have been connected, solder the connections. When the solder has cooled, the connections are then individually taped up, to isolate them.
- Return to the engine bay and route the start module wires to their corresponding connections.
- Solder the engine compartment wire once the connections are made. When the solder has cooled, the connections are then individually taped up, to isolate them.
- Use your DMM to verify that the ground location is valid, before grounding the module.

To find a good ground source:

- Use a Digital Multi Meter (Set to the Impedance scale).
- Put the Negative (Black lead) probe on the Negative Battery terminal.
- Put the Positive (Red lead) probe on the part of the car you wish to test.
- The lower the value on the DMM, the better.
- The ideal reading is Zero (no resistance between the negative battery terminal and your grounding location).
- Any reading less than 1 ohm is considered acceptable.

- The last step before programming is to power the module. Replace the power fuses in the power wire fuse holders. The module will flash the park lights twice confirming the powering.
 - If installing an alarm / starter combo module: The siren will be sounding at this point. Place the module into valet mode to silence the siren. Take the module out of valet mode to continue the programming. (Note: the module default programming is passive arming, after exiting valet mode; the alarm will start the count down for passive arming. You have 30 seconds to begin the remote control programming procedure, before the module rearms.)
- Program the remote control
 - Program the tach signal
 - Change the programming options, if necessary
 - Test the module's operations
 - If all of the testing is successful the installation is complete, and the vehicle can be put back together.

A basic introduction to the Relay:

What is a relay?

A relay is a switching device that responds to a small current or voltage change by activating switches or other devices in an electric circuit such as an electromagnetic switch, remote controlled switch, a switching device.

Why are relays used?

Relays can have several purposes in remote car starter installations. They are mainly used for isolation, inversion, interruption, strengthening current, and for **powering multiple wires from one source safely**.

How does a relay work?

The basic relay consists of a coil and a set of contacts. The most common relay mechanism is the electromagnetic mechanism. When voltage is applied to the coil, current passes through the wire and creates a magnetic field. This magnetic field pulls the contacts together and holds them until the current flow in the coil has stopped.

Relays come in all varieties and types, but for the applications that concern us, we will concentrate on the **single pole double throw (SPDT) 12 volts relay**.

Naming Convention:

Usually the relay's manufacturer will include an electrical diagram on the relay displaying the role of each terminal and how they interact with each other.

These terminal numbers are standard, and can be used with any SPDT relay.

85 & 86: The coil. These inputs energize the coil when one is +12 volts, and the other is negative. They are usually non-polarized, so it does not matter which one is positive (+) or negative (-).

87: Normally Open (N/O). When the coil is energized, 87 is connected to 30.

87A: Normally Closed (NC). When the coil is at rest, 87A is connected to 30.

30: Common. When the relay is at rest, 30 is connected to 87A, when the coil is energized, it is then moved and makes contact with 87. (Note: in a SPDT relay, 30 can never be connected to 87 and 87A at the same time, 30 is connected to **either 87 or 87A**)

What happens:

When there is no voltage across the coil (terminals 85 and 86), the relay's movable contact arm (connected to terminal 30) is held, by spring tension, against terminal 87A (normally closed circuit).

When 12 volts is applied to the coil (terminals 85 and 86), the arm (connected to terminal 30) is pulled by the electromagnet (coil) so that it physically connects to terminal 87 (normally open circuit).

When 12 volts is applied to the coil (terminals 85 and 86), the arm (connected to terminal 30) is pulled by the electromagnet (coil) so that it physically connects to terminal 87 (normally open circuit).

Remember, there is no polarity on a relay's coil. This means that you may apply positive from the battery to either terminal 85 **or** 86, and then ground the other terminal to activate the relay. In other words, you may use either a positive or negative trigger to energize the relay.

Keep in mind, when the relay is energized, if the positive or the ground connection on the coil is broken, the arm switches the connection between 30 back from 87 to 87A.

Quenching Diodes:

It was said earlier that a relay energizes itself by applying positive from the battery to either 85 or 86 and grounding the other terminal. This is not absolutely true, some relays are "polarized" if they have a quenching/ suppression diode (A diode installed between the coil terminals 85 and 86, could be internal or external).

To activate the coil on this type of relay, make sure that the +12 volts trigger is on the same terminal of the relay as the anode (+ or non striped side) side of the quenching/suppression diode, and that the negative trigger is on the same terminal of the relay as the cathode (- or striped side) of the quenching/ suppression diode.

When a relay's coil is energized, a magnetic field is created and energy is stored in the coil. When power is removed from the coil, the magnetic field collapses. This causes a reverse voltage to be generated and can sometimes reach 200 volts. A quenching diode absorbs this reverse voltage spike.

A closer look at a relay:

Now that you know what the main inscriptions are on the relay, take a look on the side, and you will see another inscription: **12 VDC, 40/ 30 A.**

12 VDC: This indicates the coil voltage rating. For an automotive relay, it's usually 12 volts DC.

40/ 30 A: This indicates the current carrying capability of the contacts 30, 87, & 87A.

40: Indicates that the normally closed circuit (30 and 87a) can safely handle a maximum of 40 amps of current.

30: Indicates that the normally open circuit (30 and 87) can safely handle a maximum of 30 amps of current.

Examples:

The following examples demonstrate some of the most common uses for relays: isolation, inversion, interruption, strengthening current, and for powering multiple wires from one source safely.

Powering multiple wires from one source safely:

Example: Powering a second ignition

Problem: You need to power multiple ignition wires to remote start the vehicle, but your module only has one ignition output available.

Solution: You will need to add a second ignition relay to power the second-ignition wire. **(Jumping ignition 1 to ignition 2 is never recommended ^¾ Always use a relay. The vehicle circuits are isolated for a reason; the wiring of the remote star module should reflect this.)**

The Relay Connections:

85: Connects in parallel to the ignition 1 output from the remote start module. This becomes the positive side of the coil.

86: Connects to the **Ground Out When Running** wire from the remote start module. This becomes the negative side of the coil.

87: Connected to a fused +12 volts source, that is capable of supplying power for the vehicle's second ignition wire. This becomes the source of power for the 2nd ignition wire.

87A: No connection. This terminal is not used in this application.

30: Connects to the vehicle's second ignition wire. This becomes the output of the 2nd ignition relay.

Comments: The relay is only energized when the vehicle is running by remote start. When started with the key, the relay is not energized and the integrity of the stock system has been preserved.

Isolation:

Example: Isolating a park light output

Problem: Some vehicle circuits need to be isolated from feedback. In some cases, when a vehicle is remote started, feed back occurs on a circuit, and powers another device or switch, that was not intended to be powered during the remote starts.

The following example will be a positive (+) park light circuit that feeds back and activates the windshield wipers during remote starts.

Solution: When power is applied to the OEM park light wire it back feeds through the park light switch, and activates the wipers. Where the connection was made from the start module's park light output, and the vehicle's park light circuit, the OEM park light wire is cut to isolate the park light switch and the actual parking lights. A relay is added to the park light circuit so that power from the remote start module is only sent to the parking lights and not the parking light switch.

The Relay Connections:

85: Connects to the +12 volt park light output from the remote start module. This becomes the positive side of the coil.

86: Connects to a negative source (*where the remote start module is grounded*). This becomes the negative side of the coil.

87: Connects to the +12 volt park light output from the remote start module. This becomes the power supply for the vehicle's park lights.

The OEM park light wire is cut. The side that is still connected to the switch becomes the "switch side". The side that is still connected to the parking lights becomes "parking lights side".

87A: Connects to the "switch side" of the cut OEM park light wire.

30: Connects to the "park light side" of the cut OEM park light wire.

Comments: When the relay is at rest, the OEM park light wire is connected (through 87A & 30) and allowed to operate normally. When the remote start module powers the park lights, the OEM park light wire is opened, and power from the remote start module is sent only to the actual parking lights (from 87 through 30).

Inversion

Example: Activating a positive trunk release switch

Problem: The vehicle's power trunk release switch is activated by a positive (+) pulse, and the remote start module's trunk output is negative (-).

Solution: A relay is used to invert the negative signal from the start module to a positive signal before it is sent to the OEM switch.

The Relay Connections

85: Connects to the start module's trunk release output wire. This becomes the negative side of the coil.

86: Connects to a fused +12 volts source. This becomes the positive side of the coil.

87: Connects to a fused +12 volts source. This becomes the supply for the positive trunk release.

87A: No connection. This terminal is not used in this application.

30: Connects to the OEM trunk wire in the vehicle.

Comments: At rest, the trunk switch is allowed to operate normally. When the trunk button is pressed, the negative trunk output from the remote start module triggers the relay. When the relay is activated, +12 volts from 87 is sent through 30, and the OEM trunk switch is activated, by the positive pulse.

Interruption

Example: Creating a starter disable relay to prevent unauthorized starting of the vehicle.

Problem: The OEM starter circuit needs to be disabled only when theft is attempted.

Solution: A relay is used to interrupt the OEM starter wire. There is an output on the remote start module especially for this purpose (starter disable output).

The Relay Connections

85: Connects to the starter disable output wire from the remote start module. This becomes the negative trigger for the coil.

86: Connects to the vehicle's ignition wire. This becomes the positive trigger for the coil.

87: No connection. This terminal is not used in this application.

The vehicle's OEM start wire is cut. The side of the wire that is still connected to the ignition switch becomes the "key side" of the starter wire. The side of the wire that is still connected to the starter motor becomes the "starter side" of the of the starter wire.

87A: Connects to the "key side" of the cut OEM starter wire.

30: Connects to the "starter side" of the cut OEM start wire.

Comments: At rest the relay is not active, and +12 volts on the starter wire passes through the relay (through 87A & 30) normally. The starter disable output wire on the remote start module is activated when the **LOCK** button is pressed on the remote control.

When a theft attempt happens, and the thief powers the ignition circuit (to hot-wire the vehicle), and the starter disable was armed (by the **LOCK** button on the remote), the starter disable relay activates. The OEM start wire is now open, (does not make connection) because 30 is no longer connected to 87A, and the vehicle is unable to start.

Strengthening Current

Example: Strengthening an output

Problem: A vehicle has a negative (-) trigger trunk release wire. The module has a negative trunk release output wire. The remote start module is unable to supply the necessary current to activate the vehicle's trunk release wire.

Solution: A relay is used to provide the necessary negative current to activate the vehicle's trunk release wire.

The Relay Connections

85: Connects to the start module's trunk release wire output. This becomes the negative trigger for the coil.

86: Connects to a fused +12 volt source.

87: Connects to a negative source (*where the remote start module is grounded*). This becomes the supply for activating the vehicle's trunk release wire.

87A: No connection. This terminal is not used in this application.

30: Connects to the vehicle's trunk release wire.

Comments: At rest the relay is not active and the vehicle's trunk release switch is allowed to operate normally. When the trunk release button is pressed, the start module's trunk release output activates the relay. The ground signal is sent from 87 through 30 to the vehicle's trunk release wire activating the switch and opening the trunk.

Troubleshooting Poor Transmitting Range

In order to ensure optimal range, the antenna should be installed at least 7.5 cm (3 in.) from the roof – 2.5 cm (one inch) below the tint strip is generally the best location. Install the antenna as far as possible from radio antennas, GPS, Onstar® or factory compasses.

Many factors may affect the operating range of the transmitter. Some of these are:

- The condition of the battery in the transmitter.
- The operating environment (for example: downtown radio-frequency noise, airports, cellular phone towers...)
- Metal: any type of metal will affect operating range. This includes the metal in the car.
- The shape of the vehicle can affect range as well; vans in general have an especially poor range.

- The shape of the roof and A-pillars brings about considerable radio-frequency deflection (in this case the signal from the remote control). As a result, the direction in which the vehicle is facing in relation to the remote control can affect the range. Straight on – standing in front of the vehicle – generally gives you the greatest range; the second best performance is from the back. Using the remote control from either side of the vehicle will usually give the lowest range.
- The range will be significantly lower in a crowded parking lot than in open space.
- Always hold the transmitter high, approximately at shoulder height. Holding the transmitter against your chin will also increase your range: your head acts as an antenna.
- The operating range will be somewhat lower on vehicles equipped with an aftermarket or factory alarm.
- Windows and windshields tinted with lead or metallic tints will decrease the operating range.
- The antenna cable may have been cut and/or is grounded out on the chassis. Try using another cable.
- The receiver may be faulty. Try replacing it with another.

Trouble shooting Q & A

The following are some common installation related issues.

A problem or symptom is given and then possible solutions and/or suggestions as to areas to verify are enumerated.

1. **I cannot program the remote control.**
 - Do the parking lights come on when you open the hood? (Does the hood pin work?)
 - Is the antenna plugged in?
 - Does the light on the remote control turn on when you press the button?
 - Is the Ignition wire connected properly?
 - Are you waiting too long between programming steps?
 - After flashing the hood pin turn the key to **ON**, *wait* 2 seconds.
 - Turn the key **OFF**, **ON**, **OFF** then keep pressing the **LOCK** button repeatedly until you get 5 light flashes from the module.

The entire process should take less than 20 seconds.
2. **The car won't start by remote.**
 - Does the light on the remote light up when you press the button?
 - Is the starter in valet mode?
 - Does the vehicle have passive anti-theft security (PATS, VATS, PASSLOCK, TRANSPONDER)?
3. **The starter motor cranks for 8 seconds but the car won't start.**
 - Are you on the correct ignition wire?
 - Does the car have more than 1 ignition?
4. **The car cranks briefly then quits.**
 - Have you bypassed the passive security (PASSLOCK, PASSKEY III, PATS...)?
 - Have you adjusted tach?
 - Is the vehicle's battery weak?
5. **The park lights come on for 8 seconds but the starter motor will not crank.**
 - Does the car have an after market starter disable?
 - Have you bypassed the VATS or Passlock II?
 - Is the start wire hooked up correctly?
 - Has the clutch been bypassed properly (for standard transmissions)?

6. **The car starts but starter stays engaged.**
 - Make sure ignition and crank are not common with the key out (connected at rest). May have to add relay (i.e. Tercel, Altima)
 - Did you make an auto tach adjustment?
 - Weak tach signal?
 - Bad ground?

7. **The car starts by remote but then the starter re-engages.**
 - Check ground wire
 - Is tach programmed?

8. **The car starts on its own.**
 - Is the module in cold weather mode?
 - Program remote 4 times. (another remote may be programmed to your module)
 - Is external trigger shorting out to ground?

9. **I get one long flash when I press the button trying to go into ready mode.**
 - Check tach circuit.

10. **The factory alarm goes off when I start by remote.**
 - Did you hook the disarm wire?
 - Do you have the correct OEM disarm wire?
 - Did you program the disarm wire? (CT-3100/3160 only)

11. **The ABS and the CHECK ENGINE light come on in the dash.**
 - Are you missing a second ignition or accessory?

12. **The car starts and runs but the heater blower motor doesn't work.**
 - Incorrect accessory wire
 - Does it have more than one accessory?

13. **The car starts, the heater works but not the air conditioning system.**
 - Missing second accessory (common on some Fords)

14. **The CHECK ENGINE light comes on and the vehicle doesn't shift, it feels sluggish.**
 - Missing second ignition. (common on some GMs)

15. **On cold mornings the park lights come on, go out, and then flash 2 times slowly.**
 - Check for a weak car battery. (Try using the cold weather mode option)

16. **The car doesn't start and the park lights flash 4 times.**
 - Check brake circuit.
 - Check for blown rear park light (feedback).

17. **The vehicle runs for 8 seconds then shuts down. I have 12 volts on starter wire the whole time but no over crank.**

- Did you make an auto tach adjustment? (New GM trucks, cars and minivans)
18. **The car runs for about 5 seconds, shuts down and restarts; it does this 3 times.**
 - Check voltage on tach wire.
 - Try an alternate tach source.
 19. **The car starts by remote but the range is poor.**
 - Are the car windows tinted?
 - Does it have an after market alarm?
 - Is the antenna mounted below the tint strip?
 - Using the correct remote?
 - Change remote battery.
 - Heated front windshield? (Taurus, Crown Victoria)
 - Metal film in windshield? (GM minivans)
 20. **I get excellent range when the vehicle is not running but almost none when it is running.**
 - Check for loose spark plug boot or faulty ignition wires, cracked cap.
 - Try disconnecting blower motor.
 21. **After about a half hour almost no range at all until the vehicle is started with the key again.**
 - Does the vehicle have factory alarm/ keyless entry?
 - You might have to switch to a 433MHZ module (some GM Trucks, Cavalier/Sunfire, Breeze/Stratus/Cirrus).
 22. **Sometimes I have to press button I twice to lock my doors.**
 - Normal on 3100/3160 if you wait past the starter disable arm cycle (approx. 35 seconds)
 - Program toggle mode. (3100/3160 only)
 23. **The radio stays on after the vehicle shuts down.**
 - Retained Accessory Power will keep power to radio for approx. 10 - 15 minutes or until it sees a door open. (Fords, GM's R.A.P.)
 24. **The headlights stay on after car shuts down by remote.**
 - Switch headlight switch from auto to normal. (Toyota)
 - On some vehicles, opening a door will shut the head lights off. Pulse the drivers door pin with the rearm wire.
 25. **I get no 12V reading at all at the brake pedal, depressed or not.**
 - Some vehicles require ignition be on. (BMW)
 26. **The park lights flash on their own.**
 - Check hood pin adjustment.
 - Bad ground?
 27. **I blow fuses every time I try the remote door locks and I have already installed a relay.**
 - Door locks are reverse polarity, and not positive trigger.
 28. **I blow fuses every time I try the remote trunk release and I have already installed a relay.**
 - Trunk release is reverse polarity, and not positive trigger.

Diagnostics - Parking Lights Flash Rate

(Normal Operation) Parking light flashes referred to in this manual refer to the parking light output of the module and not that of the vehicle

Flashes	Description	
1	<ul style="list-style-type: none"> Doors locked, starter kill armed. Run time has expired. TRUNK button pressed. Start signal received by the module. Cold weather mode cancelled. Cannot start after maximum number of attempts is reached. 	
2	<ul style="list-style-type: none"> Remote start attempt cancelled by remote. Doors unlocked, starter kill disarmed. Exiting ignition valet Power-up reset 	
3	<ul style="list-style-type: none"> Entering cold weather mode. Exiting ready mode (manual transmission modules only) 	
3 slow flashes...	...after a failed start attempt	The module did not detect a tach signal.
4	<ul style="list-style-type: none"> +12 V detected on the brake input wire either while cranking or during run time. Entering multi-speed tach programming. 	
5 Slow	<ul style="list-style-type: none"> Start attempt failed because no tach signal has been programmed. 	
5 Fast	<ul style="list-style-type: none"> Tach signal programmed. 	
6	<ul style="list-style-type: none"> A remote start was attempted while a tach-before-crank signal was detected before cranking. 	
8	<ul style="list-style-type: none"> Unit reset see "Resetting the Module" (p3) 	
10	<ul style="list-style-type: none"> A ground (-) signal was detected on the hood pin input wire. 	
1 ¾ pause ¾ 1 ¾ pause ¾ 5 flashes [During the transmitter programming procedure]	<ul style="list-style-type: none"> Transmitter has been programmed. 	
1 – pause – 2	<ul style="list-style-type: none"> There was a remote start attempt while the vehicle was in valet mode. Failed start: vehicle's low battery voltage. 	
ON SOLID for 3 seconds....	...followed by 1 flash	Exiting cold weather mode
	...followed by 3 flashes	Entering cold weather mode
ON continuously	<ul style="list-style-type: none"> Idle mode: Idle mode is engaged Run time: The vehicle has been remote started and is in run time. 	
ON continuously	While the brake pedal is pressed.	<ul style="list-style-type: none"> Confirms that cold weather mode is engaged
ON 2 seconds	<ul style="list-style-type: none"> The hood has been opened and a ground (-) signal has been detected on the hood pin input wire. 	
ON 4 seconds	<ul style="list-style-type: none"> Locking or unlocking a door (with Door pulses configured to 4 sec.) 	
ON 20 seconds	<ul style="list-style-type: none"> The hood pin has been flashed and you are now in the programming centre. 	